Hubli Airport

319. SHRI J. P. JAVALI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Hubli Airport, which was brought into operation for a short period has become defunct; and

(b) if so, what are the reasons therefor and what action is being taken to commence operations from the airport?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) and (b) The operation of Vayudoot to Hubli was discontinued in September, 1989 on account of shortage of aircraft and commercial reasons. There is no plan to restart Vayudoot's operation on Hubli.

Upgrading Ahmedabad Airport

320. SHRI VITHALBHAI PATEL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Expert Committee appointed by his Ministry has *stated in their report that* Ahmedabad has the potential of international airport;

(b) whether it is also a fact that there is a strong demand from Gujarat Government and the NRIs to convert Ahmedabad as an international airport; and

(c) if so, what steps Government propose to take to make Ahmedabad an international airport?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) The Committee has recommended limited international operations by Air India/Indian Airlines from Ahmedabad airport.

(b) Yes, Sir.

(c) Work relating to the upgradation of the facilities at Ahmedabad airport to cater to limited international operations is already in progress. It is also proposed to start limited international air services by Air India directly from the Ahmedabad airport with effect from 26th January, 1991.

वायदूत में कर्मचारियों की अधिक संख्या के कारण उसे हुआ घाटा

321. श्रीमती सूर्यकांता पाटील :
कुमारी चन्द्रिका प्रेमजी केनिया :

क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि वायुदूत में पिछले वर्ष लगभग 30 करोड़ रुपये का घाटा हुआ है जिसका मुख्य कारण वहां पर कर्मचारियों की अधिक संख्या पुराने विमानों का उपयोग में लाया जाना, तथा ईधन की अधिक खपत का होना है ;

(ख) क्या यह भी सच है कि वायुदूत ने उपनी उडानों की संख्या 105 से घटाकर 55 करने का निर्णय किया है ;

(ग) यदि हां, तो क्या वहां के फालतू कर्मचारियों की छंटनी की जाएगी ; और

(घ) वायुदूत में हो रहे घाटे में कमी लाने के लिये सरकार द्वारा क्या कदम उठाये जा रहे हैं ?

नागर विमानन मंत्रालय में राज्य मंत्री (श्री हरमोहन धवन) : (क) जी, हां ।

(ख) जी, हां ।

(ग) इस समय, कम्पनी का अपने नियमित कर्मचारियों की छंटनी करने की कोई योजना नहीं है ।

(घ) वायुदूत अपने मार्ग नेटवर्क को युक्तिसंगत बनाने के लिए कदम उठा रहा है । कम यात्रा भार गुणक वाले सैक्टरों की सेवाओं को कम करने से नेटवर्क में स्टेशनों की संख्या पहले से कम होकर 55 हो गई है ।

वायुदूत गैर-परिचालित व्यय को कम करने तथा गैरपरिचालित राजस्व में वृद्धि करने के लिए आवश्यक कार्रवाई कर रही है । भारी हानि को कम करने के लिए वायुदूत परिचालनों का केन्द्र बिन्दु वाणिज्यिक आधारों पर रहेगा ।

Demand and supply position of petrolum products

322. SHRI PRAMOD MAHAJAN:
SHRI KRISHAN LAL SHARMA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) The monthwise demand and supply position of diesel and other petroleum products in the country during 1990;

(b) whether there has been a shortage since the gulf-crisis began; if so, what is month wise position thereof;

(c) what steps have been taken to meet the shortage and what result achieved; and

(d) what furthed measures are being envisaged and adopted in this regard?

THE MINISTER OF PETROLEUM AND CHEMICALS AND PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALAVIYA): (a) The monthwise supply and demand position of petrol and diesel in the country during January—November, 1990 is indicated in the attached statement (*See below*)

(b) Gulf crisis which began in August, 1990 has agravated the already difficult situation which the country was facing in the current year with regard to availability of petroleum products. International prices of crude oil and petroleum products increased steeply after the Gulf-crisis, making it difficult to import larged quantities to meet the domestic demand.

(c) Imports of crude oil and petroleum products from Iraq-Kuwait were disrupted since August, 1990 due to the Gulf crisis. The Government made arrangemnts to supplement crude/product supplies from other sources. Government also decided to impose restrictions on supply of petrol and diesel to retail outlets throughout the country from October 8, 1990. The various steps taken by the Government to restrict consumption of petroleum products have had some impact in curbing the growth in consumption. The growth in consumption of petroleum products has been 2.6 per cent during April-November 1990 compared to 7.6 per cent during April-November, 1989.

(d) Further measures will be taken either to relax the restrictions or impose tighter restrictions depending on supply demand position of petroleum products.

Statement

Details of supply and demand for petrol (MS) and diesel (HSD) during January—November, 1990

(Figs. in Thousand Metric Tonnes)

	MS		HSD	
	Demand (Actual Sales)	Supply (Production & Imports)	Demand (Actual Sales)	Supply (Production & Imports)
1	2	3	4	5
January 1990	305	259	1997	[illegible]
February	295	289	1997	[illegible]
March	323	332	[illegible]	[illegible]